

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

Newsletter of the Thames River Composite Squadron
GON
Connecticut Wing
Civil Air Patrol

<http://capct075.web.officelive.com/default.aspx>

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Vol. VI, No. 19

10 May, 2012

SCHEDULE OF COMING EVENTS

12 MAY- 'O Flights for the 103rd at Simsbury
12 MAY-ASGH Star Party
19 MAY-NER TRAEX
19 MAY-USCG Sector LI Sound Open House
02 JUN-Basic Communications Course
03 JUN-Squadron Maintenance Day
16 JUN-CTWG SAREX
16-17 JUN-Quonset Air Show
23 JUN-Rifle Event #3
23-30 JUN-PAWG RCLS Course
24 JUN-Pancake Breakfast-WST-0800-1300
14 JULY-Rifle Event #4
12-14 JUL-*Casa* Wojtcuk Bivouac
21 JUL-04 AUG-Nat'l. ES Academy
04 AUG-Basic Communications Course
04-05 AUG-Westover Air Show
11 AUG-CTWG SAREX/Cadet Ball
18 AUG-Rifle Event #5

22-23AUG-CAP Nat'l A/S Ed Academy
24-26 AUG-CAP National Conference
15 SEP-Advanced Communications Course
21-23 SEP-USAF Compliance Inspection
29 SEP-Wings Over Westerly 1000-1500
10-11 OCT-NER A/S Education Academy
12-14 CT-NER Conference
20 OCT-Commander's Cup Rocket Competition
03 NOV-Basic Communications Course
10 NOV-CTWG Conference-Cromwell

ERRATUM

Teresa Galemba passes on a correction from Roy Lindy. The NEAM Corsair is an XF4U-4 model, not an XF4U-1 as incorrectly labeled in the last issue.

CADET MEETING MINUTES

08 May, 2012

reported by

Capt Robin Wojtuck

A Change of Command and Promotion ceremonies highlighted the weekly meeting.

Six cadets advanced from Airman Basic to Airman: Sinjin Benitez, Justin Ketcham, John Meers, Cierra Olszanecki, Zachariah Powell, and Xavier Stout.

Cadet Nathan Welch attained the grade of C/A1C.

Cadet Thomas Ray earned C/TSgt chevrons.

C/SMSGt rank was awarded to Cadet Jeffrey Bourque.



Cadet Benitez receives his new stripes from Maj Noniewicz and Mrs. Benitez.

Mrs., Ketcham and Maj Noniewicz pin AB stripes on Cadet Ketcham.



C/TSgt Ray receives sergeant's chevrons from Maj Noniewicz and his mother.



Amn Meers is pinned by Maj Noniewicz and his mother.



Cadet Bourque's teacher, Mr. Carpenter, Maj, USAF (ret.) assists Maj Noniewicz in presenting the C/SMSgt chevrons.

C/2Lt Drew Daniels received a award for completing another phase of the process towards C/1Lt.

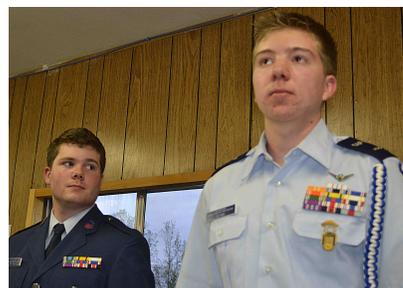
Mr. Olszanecki, assisted by Maj Noniewicz award Cadet Olszanecki her grade insignia.



Cadets also received service awards: C/1Lt Wojtcuk, 6 years, C/Capt Flynn, 5 years, cadets Bourque, Schultz, Chartier, Daniels, and VanDevander, 2 years.



Cadet Powell is pinned by Maj Noniewicz and Mrs. Powell.



C/SMSgt Bourque and C/Capt Flynn stand ready to transfer command.

Ms. Stout presents Cadet Stout with his new insignia.



Accepting the Squadron Flag, Sgt Bourque assumes command.



SM Welch and Maj Welch award attach C/AIC insignia to Cadet Welch.

In change of command ceremonies, C/Capt Brendan Flynn transferred command of the Thames River Composite Squadron Cadet contingent to C/SMSgt Jeffrey Bourque.

LEDYARD AEROSPACE FESTIVAL

04 May, 2012

The Thames River Composite Squadron supported the Ledyard Aerospace Festival for the fourth year. C/1Lt Alexis Wojtuck led cadets Johnstone, Stout, Powell, and Ketcham who ran a series of hands-on activities with both elementary school children and their parents. These included demonstrations of Newton's Laws of Dynamics, Bernoulli's Principle, and the effects of gyroscopic action.



Cadet Stout discusses the energy transfer in Newton's Cradle with a young visitor.

A parent enjoys learns about gyroscopic forces using a spinning bicycle wheel.



A table and presentation board manned by Majors Borque and Rocketto and Capt Wojtuck contained information on CAP's missions and programs for both cadets and seniors.

Four youngsters engage in a balloon dogfight.



Organizers Rode and Sharack take a moment to evaluate the evening's activities.



The festival is organized by CAP's first National Aerospace Education Teacher of the Year, Stuart Sharack, assisted by former Navy A-7 pilot and Ledyard teacher Alec Rode. In addition to CAP, other exhibitors included the Experimental Aircraft Association, NASA, the National Guard, CATO rocket club, and Lanmar Aviation.

JULIET LONG SCHOOL WINS AFA GRANT

The Aerospace Adventurer's Club, with which TRCS has had a long association, has been awarded a \$250 grant by the Air Force Association (AFA).

George Muellner, AFA Vice Chair of the Board for Aerospace Education states that

AFA is committed to supporting education initiatives, especially in the subjects of science, technology, and aerospace, which are critical for sustaining 21st century jobs in fields fundamental to U.S. air power and national security.

Our partnership with CAP and these specific grants directly uphold that commitment, and we are pleased to be able to recognize, support and award some of the nation's great educators who are also creative in their approaches to the traditional curriculum.

The Ledyard school system club was founded by Aerospace Education Member Stuart Sharack, CAP's National Teacher of the Year in 2009. Sharack, now officially retired, continues to lead the club, demonstrating the volunteer spirit characteristic of the Civil Air Patrol.

TRAILER MAINTENANCE DAY

Lt Looney, the Squadron's Commissar of Construction has established 03 June as Squadron Maintenance Day. Work starts at 0830, weather permitting and will end around lunch time when the workers will rest and refresh themselves. Lt Looney says that "We will order up some lunch but...bring drinks...."

Workers should bring work gloves and Looney stated that a few weed whackers would be useful.

SENIOR MEETING MINUTES

08 May, 2012

by

Maj Paul Noniewicz

The Squadron Facilities Team planned details for the projects which will be undertaken at the 03 June work day.

Preliminary discussions were held on squadron attendance at a First Air/CPR class.

Commander's Call

LtCol Wishart conducted a safety class on swimming risks.

The upcoming Tri-State SAREX, May 18-19, was discussed and details will be forthcoming. The CTWG Incident Commander is scheduled to hold a conference call.

C172 N9344L is not based at GON. N9704E has been flown to Fitchburg for a 100 hour inspection.

The requirements for on-line entry for the new CAP driver's license were discussed. The old license will be replaced by driver qualifications listed on the CAPF 101.

April Krason has assumed the post of CTWG PAO and Lt James Keane will assist.

Jim Groffer briefed the Squadron on the fate of the CAP squadrons in the Virgin Islands. Apparently, a shortage of senior members, a lack of interest by youth, and no community support are responsible. The four squadrons on St. Thomas and St. Croix have been disbanded.

ANNIE FISHER STEM MAGNET SCHOOL

08 MAY, 2012

Maj Rocketto met with a score of 2nd grade pupils at the Annie Fisher School in Hartford on Tuesday. The pupils are part of the CAP ACE Program (Aerospace Connections in Aviation) at Annie Fisher under the directorship of Aerospace Education Member Rachael Manzer, CAP's Aerospace Educator of the year in 2010.

ACE is a K- 6 aerospace curriculum embedded in a school's regular program. At Annie Fisher, interested pupils from kindergarten to 6th grade can elect to take the course for a six to eight week period. Some of them are initially interested in aviation but not all. Madison, one of the youngsters said she took the course because "it sounded like fun."

Following STEM (Science-Technology-Engineering-Mathematics) principles and Annie Fisher policy, the course are inquiry driven and studies are based upon pupil questions, questions whose answers will be resolved by the pupils themselves as the class progresses.



*Using the air
hockey puck to
elucidate Newton's
First Law of
Motion*

The session was highlighted by Maj Rocketto's Socratic questions regarding the four forces of flight. The second graders responded with correct answers at which point Maj Rocketto used a number of simple devices to illustrate the fundamental concept of force.

During Rocketto's next visit, the second graders plan to launch rockets!

**AMERICAN INSTITUTE OF
AERONAUTICS AND ASTRONAUTICS
HARTFORD SECTION**

08 MAY, 2012

The Executive Council of the Hartford Section of the American Institute of Aeronautics and Astronautics met on Tuesday and one agenda item was support to CAP programs.

The Council has decided to fund a book purchase by CTWG Squadrons. Each squadron will be allowed to pick a book from a list provided. The book can either be an addition to the squadron library or offered as a prize to a selected cadet.

The Council will also fund the lunch for a one day CTWG Aerospace Education workshop to be scheduled later this year.

AEROSPACE CURRENT EVENTS

“OLYMPIAN” HUMAN POWER FLIGHT

The legend of human flight starts with Greek myth and the story of Daedalus and Icarus. Daedalus, the prototypical engineer and first flight instructor crafted wings for his son, Icarus, and himself to escape a Cretan prison. His son, the first student pilot, ignored the flight restrictions placed on him by his father and suffered a structural failure leading to his death.

So it is fitting that the Royal Aeronautical Society (RAeS) has approved plans for a pre-Olympic human powered flight competition, the stakes of which are the RAeS's Icarus Cup and the last two Kremer cash prizes for an aircraft suitable for short range competition and one which can fly a marathon distance in less than an hour.

The first Kremer Prizes were won by Paul McCready's *Gossamer Condor* in 1977. The aircraft flew a mile long figure eight course. McCready's *Gossamer Albatross* won the second Kremer Prize in 1979 by successfully crossing the English Channel.

GONE WEST

*Captain Dennis E. Fitch, United Air Lines
1942-2012*



On July 9th, 1989, United Flight 232, a Douglas DC-10 commanded by Capt Al Haynes lost its number two engine. The disintegrating engine, in a one in a billion chance, destroyed all three of the independent hydraulic systems and the crew lost all command of the rudder, elevators, and ailerons. No aircraft in history had ever suffered total loss of control authority and survived.

Several years ago, Capt Haynes related the details of the incident in Hartford, a lecture attended by many CTWG CAP members. Haynes remarked that knowledge and skill are necessary when catastrophe looms but one

also has to be very, very lucky. And he commented on his luck. First, he had a top notch crew: First Officer William Records and Second Officer Dudley Dvorak. The flight out of Stapleton-Denver was inbound to O'Hare-Chicago. It was daylight, the weather was VFR, and the flat Great Plains lay below their stricken aircraft.



United DC-10

The fan in the tail mounted engine failed.

But unknowingly, Haynes had an 'ace in the hole. Capt Dennis Fitch, a UAL DC-10 instructor was dead-heading it home. When Fitch noted that the the behavior of the plane did not match the mere loss of an engine, he notified a flight attendant of his background and was invited to the cockpit to assist.

The cockpit crew had already determined that they had lost all normal flight controls and were struggling to stay aloft using differential engine power. They radioed their maintenance base but the situation was unique, never having occurred before, and no procedure was available.

Fitch then assumed control of the throttles and attempted to regains some semblance of control, The aircraft tended to turn right and was oscillating vertically over range of several thousand feet, losing altitude with each oscillation. Fitch managed to gain a sense of the the rhythm of the changes and by leading each change, mitigated the altitude loss.

Haynes made a decision to land at Gateway-Sioux City. The air traffic controllers, carefully guiding

the aircraft since the start of the emergency, continued to render first class service and positioned them for a landing. They were able to line up with a closed runway, some 6,000 feet long but the aircraft was under minimal control, on final at 250 knots rather than a normal 140 knots and with a 1800 foot per minute rate of descent, six times the normal rate of 300 feet per minute and three times the speed which the landing gear was designed to handle. And they had no brakes.

Just as they touched down, the right wing dropped and the oscillation started downward. The aircraft impacted hard and broke into four parts. But some luck was still riding with them. The advance notice of the problem meant that a very large and very competent contingent of emergency service personnel were poised to act. Not all were saved by 60% of those on board survived what should should have been a total loss.

The crew, trapped in the cockpit for a half hour. All survived and after recovering from their injuries returned to their duties.

After Fitch retired, he continued to work in the field of aviation as a safety consultant with NASA and a specialist in cockpit resource management. On May 7th, Fitch went west, a victim of brain cancer. We are diminished.

The performance of Fitch and the flight crew of UA 232 causes one to consider what makes one a hero. Is it a single act on a single day or is it that one devotes one's life to acquiring the knowledge and developing the skills which, in a time of need, make the difference. Hero's are often held in esteem for a single act but the truly heroic deed is to develop the character that allows one to perform that act naturally. Fitch, Haynes, Records, and Dvorak are three such men, professionals whose behavior honors their profession.

AEROSPACE HISTORY

The Last US Navy Aerial Torpedo Attack

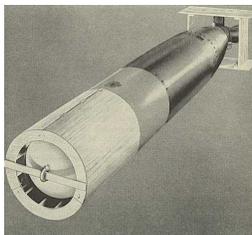
The Hwachon Dam

May 1, 1951

Part II

Part I described the military situation in Korea and the tactical importance of the Hwachon Dam. The dam could not be neutralized by high altitude bombing nor could US ground forces capture it. A raid by US naval aircraft using bombs and rockets failed to take the dam out of action. Capt. William Gallery, commanding officer of the USS Princeton believed that naval torpedoes, delivered by air, might damage the sluice gates and render the dam tactically ineffective. Orders was passed down to the airmen and seamen aboard the carrier and preparations were made for an immediate strike.

Dedicated maintenance crews worked through the night repairing the aircraft. Ordnance men burrowed into the bowels of the ship and brought up eight World War II era Mark 13 torpedoes which had been struck below when the ship had been commissioned for the Korean cruise. Each torpedo carried a 600 pound charge of TORPEX, 50% more powerful than TNT. They were fitted with breakaway wooden nose and tail enclosures to protect the missiles when they entered the water.



A drawing of a Mk 13 showing the breakaway plywood false nose and ringtail designed to protect the weapon when it entered the water.

Princeton Skyraider toting a Mk 13

(US Navy photo)



While the enlisted men toiled on the hanger deck, pilots gathered in the ready room to plan the mission. Only four pilots, Commander Dick Merrick, the commander of the air group, Carlson, and two members of VA-35, Frank Metzner and Atlee Clapp, had actually trained and dropped torpedoes. The assembled pilots discussed the tactics to be employed on the mission. The object of the attack would be to destroy one or more sluice gates. Each gate was 40 feet tall by 20 feet wide, not easy targets.

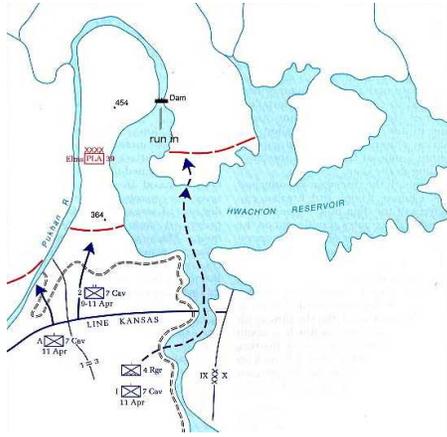
Swede Larson leans against the false nose of a Mk 13 torpedo.

(US Navy photo)



The plan was simple. A dozen Corsairs from VF-193 would suppress the flak during the attack. The Skyraiders would fly in sections of two in line astern because the valley was narrow and also to assure that the early explosions would not interfere with the proper operation of successive torpedoes. Each Skyraider also carried two napalm bombs for use on a secondary target.

The attack was carried out as planned on May 1, 1951. The enemy was caught by surprise, not expecting another attack so soon. The Corsairs went after the guns as each pair of Skyraiders skimmed the surface of the reservoir, staying within the narrow window of speed, height, and distance demanded by the operational limits of the Mark 13s. Too fast or too high and the weapon might break up on entry or dive into the bottom. Too close and the torpedo would not have time to arm. Too far and hits on the narrow gates would become problematic.



The battle map above shows the run-in in the narrow gorge in the upper left. The black arrows show the failed attack of a regular army unit and an amphibious assault by a Ranger company.



This AD-4 at the Fighter Factory in Pungo, VA bears the insignia of the aircraft which Swede Carlson flew during the Hwachon attack.

The slow speed of the torpedo planes made them extremely vulnerable to the flak. The pilots could not even jink to dodge the flak which was bursting around them. Accuracy demanded a stable approach.



Noted aviation artist R. G. Smith created this painting of the attack which now hangs in the Museum of Naval Aviation, Pensacola.

While the *Corsairs* engaged the flak batteries, Merrick led in two sections and they launched their fish. He was followed by Carlson's two sections. Overhead, a Grumman F9F-2P Panther photo-reconnaissance plane filmed the proceedings.



Grumman F9F-2P Photo Plane

One torpedo failed to run straight and missed the dam. A second torpedo struck a gate but failed to detonate. The other six ran hot and true. Two of the gates were breached and the water behind the Hwachon Dam was no longer a threat to Ridgeway's Eighth Army. As a matter of fact the enemy was denied control of the reservoir's waters for the rest of the war.



A painting by Marcus Stewart depicting Carlson's climb out and the torpedo hit.



Strike photo of the hit on the center sluice gate of the dam. The wing tip of the photo aircraft is visible in the lower right.

But the day was not yet over for the *Skyraiders*. They still carried two napalm bombs each so they proceeded to their secondary target, a rail tunnel housing a battalion of enemy infantry. The target was successfully skip bombed and the elated pilots returned to *Princeton*.

The squadron historian marking the squadron's accomplishments recorded the Korean missions. Near the bottom of a long list of targets hit, ranging from bridges to tanks and barrels of fuel, he added an unusual item: "Flood Gates: 2 Destroyed, 1 Damaged."

To honor the mission, VA-195, originally known as "The Tigers," underwent a name change. Today, as VFA-195, equipped with F/A-18 *Hornets*, they, just as the Royal Air Force's 617 Squadron, which destroyed the Ruhr dams during World War II, bear the sobriquet, "Dambusters."



OTHER MARKS OF NAVY SKYRAIDERS



*A-1H at Naval Aviation Museum Pensacola
AD-5Q also known as the EA-1F*



*A-1E Bearing Insignia of Naval Air Technical
Training Center*



A-1H on Board USS Midway, San Diego



*An AD-7 at Naval Air Museum, Pensacola
displays 30 mm cannons, rocket pack, bombs,
and center-line external fuel tank.*



*EA-1F in a desert setting at the Pima Air
Museum, Tucson. An Electronic
Countermeasures Aircraft, this ship carried a
crew of four: pilot, navigator, and two
electronics operators*



AD-5Q, the former designation of the EA-1F